

San Francisco Bay Trail Expansion and Repair



Source: San Francisco Bay Trail Project

Submitted by: City of Alameda and East Bay Regional Park District
Type: Capital for Bicycle/Pedestrian and Transit/Truck Access
Location: Cities of Alameda, Albany, Berkeley and Pinole, California
Total Cost: \$17.75 million
Local Funds: \$3.55 million
TIGER Request: \$14.20 million
Web Link: <http://alamedaca.gov/public-works/tiger-bay-trail-grant>





April 14, 2014

The Honorable Anthony Foxx
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

RE: Transportation Investment Generating Economic Recovery (TIGER) Grant
San Francisco Bay Trail Expansion and Repair Project

Dear Secretary Foxx:

On behalf of the City of Alameda, I am pleased to submit the **San Francisco Bay Trail Expansion and Repair** TIGER VI grant application in partnership with East Bay Regional Park District. This project will repair, improve and complete seven miles of the San Francisco Bay Trail in the East Bay, connecting hundreds of miles of existing Bay Trail throughout the San Francisco Bay Area, which will ultimately create a 500-mile system. The five Bay Trail projects in this TIGER grant application are as follows:

- Bay Farm Island Bay Trail Resurface/Widen (City of Alameda)
- Clement Avenue Bikeway/Transit/Truck Route (City of Alameda)
- Gilman to Buchanan Bay Trail (Cities of Albany and Berkeley)
- Pinole Shores to Bayfront Park Bay Trail (City of Pinole)
- West Alameda Bay Trail Segments (City of Alameda)

These Bay Trail projects will create new options for bicycle commuters, and will bring economic, safety and health benefits to the over one million community members along and near this regional trail. These "Green Transportation" corridors will provide "last mile" access to commute alternatives including buses and rail, and will reduce congestion, greenhouse gas emissions, wear and tear on our streets, dependence on fossil fuels and health care costs. Due to our mild climate, this trail project will provide year-round access to schools, employment centers and shopping, and will serve an economically and ethnically diverse population.

Again, I am pleased to submit Alameda's TIGER grant application. I respectfully request your favorable consideration of this worthy project.

Sincerely,

A handwritten signature in cursive script that reads "Marie L. Gilmore".

Marie L. Gilmore
Mayor



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April 10, 2014

The Honorable Anthony Foxx
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Secretary Foxx:

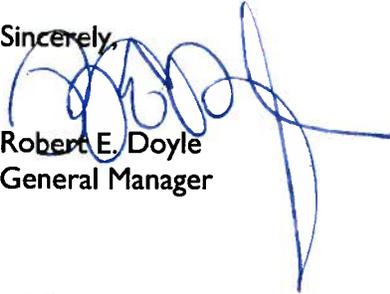
I am writing to express my strong support for the Transportation Investment Generating Economic Recovery (TIGER) grant application submitted to you by the City of Alameda, California titled **San Francisco Bay Trail Expansion and Repair**. This project will repair, improve and complete seven miles of the San Francisco Bay Trail in the East Bay, connecting hundreds of miles of existing Bay Trail throughout the San Francisco Bay Area, which will ultimately create a 500-mile system. The five Bay Trail projects in this TIGER grant application are as follows:

- Bay Farm Island Bay Trail Resurface/Widen (City of Alameda)
- Clement Avenue Bikeway/Transit/Truck Route (City of Alameda)
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- West Alameda Bay Trail Segments (City of Alameda)

The Bay Trail transportation network addresses pedestrian and bicycle safety, alleviates vehicle congestion and improves accessibility to the Bay Area Rapid Transit system, buses, ferries, Amtrak and the Capitol Corridor commuter rail service. These Bay Trail projects are key pedestrian and bicycle components to be repaired and constructed to provide the needed connections for a completed 500-mile system. The project will provide “last mile” access to commute alternatives, and will reduce congestion, our dependence on fossil fuels and health care costs. Due to the San Francisco Bay Area’s mild climate, these Bay Trail segments will provide year-round access to schools, employment centers and shopping, and will serve an economically and ethnically diverse population.

I am pleased to support Alameda's TIGER Grant application. This project is a critical transportation improvement for the region that will enhance the livability of the area and will provide positive opportunities for economic development.

Sincerely,


Robert E. Doyle
General Manager

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Ward 5

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Robert E. Doyle
General Manager

Table of Contents

I.	Project Description.....	1
II.	Project Parties.....	7
III.	Grant Funds and Sources/Uses of Project Funds.....	8
IV.	Selection Criteria.....	9
	a. Primary Selection Criteria.....	9
	b. Secondary Selection Criteria.....	12
	c. Results of Benefit-Cost Analysis.....	14
V.	Project Readiness, Planning and Environmental Reviews/Approvals...	16
	a. Schedule.....	16
	b. City, Countywide and Regional Planning.....	16
	c. Environmental Approvals.....	17
VI.	Federal Wage Rate Certification.....	19
	Appendix A. Support Letters	
	Appendix B. Benefit-Cost Analysis Report	



I. Project Description

TIGER funds will expand and repair seven miles of the San Francisco Bay Trail, connecting hundreds of miles of existing Bay Trail throughout the San Francisco Bay Area. These five Bay Trail projects, which are located on the eastern shore of the San Francisco Bay (East Bay) in Alameda and Contra Costa counties, will create new options for bicycle commuters, and will bring economic, safety and health benefits to the over one million community members near these sections of the regional trail. These “Green Transportation” corridors will provide **“last mile” access** to commute alternatives including buses, the Bay Area Rapid Transit system, the Capitol Corridor commuter rail service and Amtrak, and will reduce congestion and our dependence on fossil fuels.

Due to the San Francisco Bay Area’s mild climate, these Bay Trail projects provide year-round access to schools, employment centers and shopping, and serve an economically and ethnically diverse population. Providing low-cost, healthy transportation choices in crowded urban areas will increase the mobility of the labor force and will provide **opportunities to expand the middle class**. Walking and bicycling are the most environmentally sustainable forms of transportation, are energy efficient, and generate no greenhouse gasses or other pollutants. These Bay Trail projects will help achieve these goals while creating hundreds of good paying American jobs constructing and maintaining portions of the nation’s transportation infrastructure.



Project Components

1) *Bay Farm Island Bay Trail Resurface and Widen (City of Alameda)*

Sea level rise is an issue for this area. The vulnerability and risk of the Bay Farm Island Bay Trail to sea level rise goes beyond the trail itself and has wider impacts on the peninsula, which also includes Oakland International Airport to the south. This three-mile project will elevate and resurface the existing path along Shoreline Park on Bay Farm Island/Harbor Bay Isle. In spot locations, the City will widen the path, which potentially could be done with permeable materials to minimize environmental impacts, and will provide drainage improvements. This Bay Trail section acts as a thoroughfare for commuters to the Harbor Bay Ferry Terminal, the Harbor Bay Business Park, the Bay Farm Island Bike/Pedestrian Bridge, the main island's middle school and high school and beyond to Oakland. Since the ferry parking lot is at capacity, bicycling is a critical way to access the ferry terminal. Bicycles are allowed on the ferry, and bicyclists ride to their final destinations in San Francisco, which are often too far to walk.



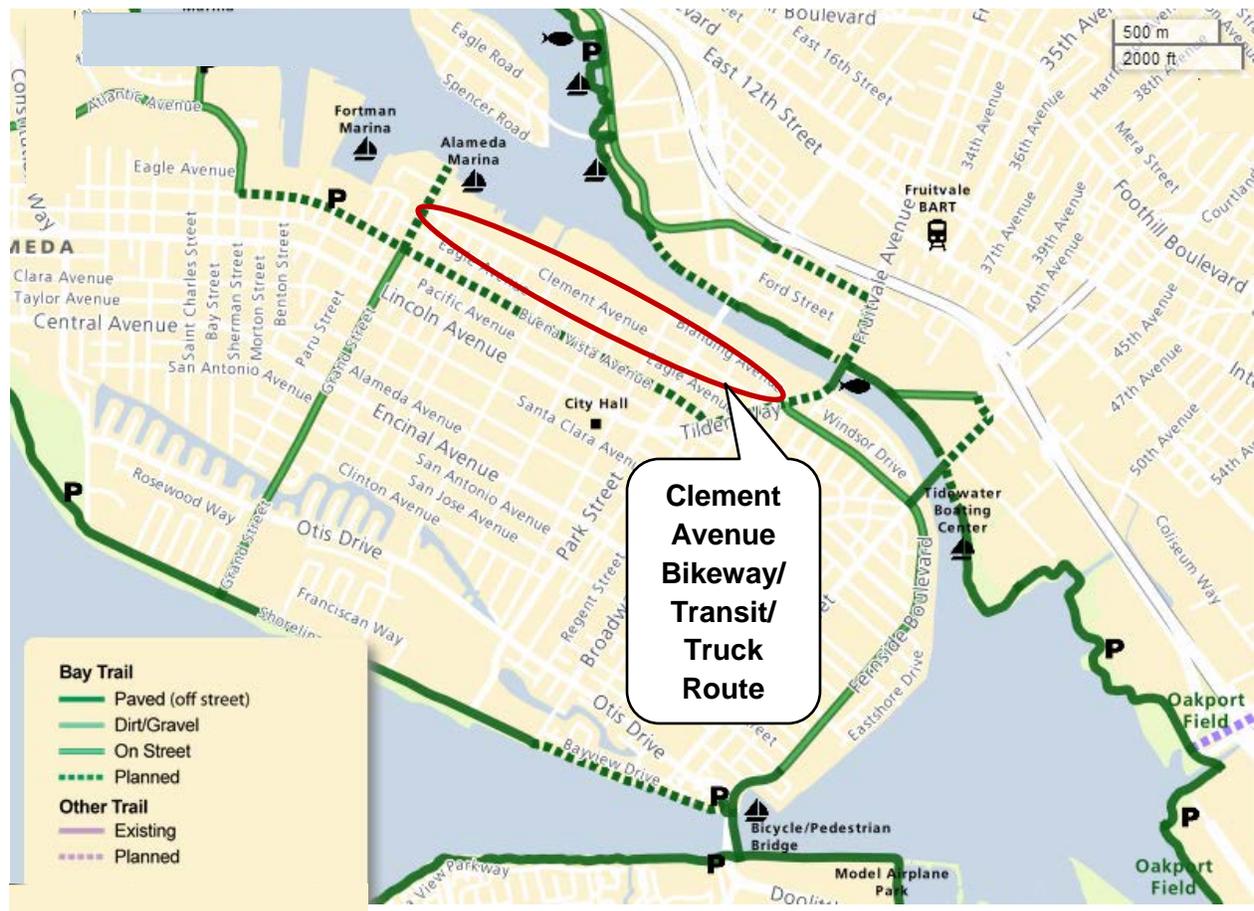
Source: San Francisco Bay Trail Project

2) Clement Avenue Bikeway/Transit/Truck Route (City of Alameda)

This one-mile segment of Clement Avenue between Grand Street and Broadway was identified in the *Cross Alameda Trail Feasibility Study* as a short-term alternative to the San Francisco Bay Trail shoreline path, as the current uses of the adjacent shoreline properties are not expected to change in the foreseeable future. This bikeway will provide a direct, **commuter-oriented route** linking central Alameda to the east end and beyond to downtown Oakland and the Fruitvale BART station. The City also has



identified Clement Avenue as a truck route and a potential high-capacity transit corridor. Thus, the City plans to create a **complete streets corridor**, and already has the planning phase funded through a mix of federal and state funding sources. The abandoned railroad tracks in the street also will be removed as part of this **Northern Waterfront priority development area** project.



Source: San Francisco Bay Trail Project

3) ***Gilman to Buchanan Bay Trail (Cities of Berkeley and Albany)***

The one-mile Gilman to Buchanan Bay Trail project closes the only gap in the trail between Richmond and Emeryville, creating a **continuous ten mile bicycle and pedestrian corridor** along the shoreline. The San Francisco Bay Bridge is one of the busiest in the country, carrying an average of 270,000 cars and trucks every day. This volume of traffic routinely backs up traffic on the



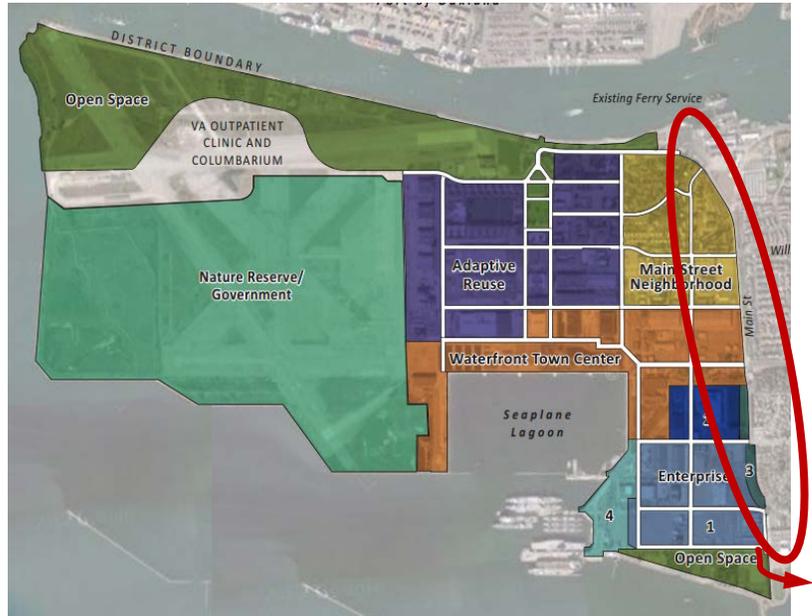
highways and arterials feeding the bridge, including Interstate 80 through the communities of Berkeley and Albany. The San Francisco Bay Trail runs parallel to Interstate 80, and provides a scenic and low-cost alternative for travelers and commuters accessing the growing biotech, urban planning and educational institutions in Berkeley, Emeryville and Oakland. The new eastern span of the Bay Bridge now includes a bicycle and pedestrian facility, and provides non-motorized access to the “new urbanism” development planned for the Bay’s Treasure Island.



Source: San Francisco Bay Trail Project

5) West Alameda Bay Trail (City of Alameda)

This project will provide **separate, protected walkways and bikeways** on streets adjacent to the Alameda Point/Naval Air Station (NAS) **Priority Development Area**, which is a brownfield redevelopment site, and represents one of the most significant smart growth infill projects in the San Francisco Bay Area. In February 2014, the City Council certified the Alameda Point/NAS Final Environmental Impact Report, and approved the General Plan Amendment, Zoning Ordinance Amendment and the Master Infrastructure Plan. This Bay Trail project along Main Street and Central Avenue totals 1.5 miles, and provides a commuter-oriented route from the San Francisco-Alameda Ferry Terminal to the existing Bay Trail entrance, which is east of Fifth Street. This **gap closure** project will focus on school, transit, truck, jobs and waterfront access, a five-legged intersection, protected bikeway treatments and a road diet.



Source: San Francisco Bay Trail Project

II. Project Parties

The City of Alameda and East Bay Regional Park District are applying for TIGER funds as co-applicants. Both co-applicants are eligible, are contributing funds to the project and are administering the funds once received. The City of Alameda will be in charge of the Bay Trail projects within the City of Alameda. The East Bay Regional Park District (District), which encompasses Alameda and Contra Costa Counties on the eastern shore of San Francisco Bay (East Bay), will be in charge of the trail projects in the cities of Albany, Berkeley and Pinole.

City of Alameda: According to Money Magazine, the City of Alameda compares favorably to the "*best places to live*" in America. This recognition is in part due to the small town feel of this Bay Area island community. It was founded in 1853, and shortly thereafter became the terminus of the First Transcontinental Railroad. It flourished from shipping and other bay-related industries including a former Naval Air Station, which is now being redeveloped along with the Northern Waterfront area. Alameda is an island community with only five streets linking it with the rest of the San Francisco Bay Area. The capacity of these streets will be difficult to increase given the high cost of bridges and tubes. Thus, the City is actively pursuing improvements to its bicycling and walking infrastructure to allow for more sustainable and green transportation options that will alleviate congestion. The City of Alameda is a *Bronze Level Bicycle Friendly Community* according to the League of American Bicyclists.



East Bay Regional Park District: Was founded in 1934, and is the largest regional park and trail agency in the United States. Working closely with local, regional, state and national transportation planners and transit agencies including the Federal Highway Administration, the California Department of Transportation, the Metropolitan Transportation Commission, the Association of Bay Area Governments, the Bay Area Rapid Transit District and the 33 East Bay communities, the District has developed over *175 miles of paved bicycle and pedestrian trails* in the East Bay. For this TIGER project, the District will work with the local jurisdictions of Albany, Berkeley and Pinole to provide a seamless network of non-motorized transportation alternatives along the San Francisco Bay Trail in the East Bay. The District received *TIGER II* monies – totaling \$600,000 - for the Pinole Shore to Bay Front Park project to complete preliminary engineering. The District has completed preliminary engineering and NEPA clearance for the project. Working with FHWA and Caltrans, the District completed this TIGER II preliminary engineering project on time and on budget.



III. Grant Funds and Sources/Uses of Project Funds

This *San Francisco Bay Trail Expansion and Repair* project totals \$14.2 million from the TIGER grant program, out of a total project cost of \$17.75 million. Table 1 shows how the budget is allocated to the five different Bay Trail segments. The sources of local match include the City of Alameda’s Citywide Development Fee or Measure B Countywide Transportation Sales Tax monies and East Bay Regional Park District bond monies. The total percentage of project costs requested of the TIGER grant program represent 80 percent for the remaining project phases.

Table 1: San Francisco Bay Trail Expansion and Repair Project Funding

Project	Total Project Costs	TIGER Funds Requested	Match	Funding Source	Percent of Project
Bay Farm Island Bay Trail	\$5 million	\$4 million	\$1 million	TIGER Local	80% 20%
Clement Avenue Bikeway/Transit/Truck Route	\$3 million	\$2.4 million	\$0.6 million	TIGER Local	80% 20%
Gilman to Buchanan Bay Trail	\$1.75 million	\$1.4 million	\$0.35 million	TIGER Local	80% 20%
Pinole Shores to Bayfront Park Trail	\$4 million	\$3.2 million	\$0.8 million	TIGER Local	80% 20%
West Alameda Bay Trail	\$4 million	\$3.2 million	\$0.8 million	TIGER Local	80% 20%
Total	\$17.75 million	\$14.2 million	\$3.55 million		100%



IV. Selection Criteria

a. Primary Selection Criteria

The FHWA's *National Bicycling and Walking Study* concluded that "trails offer several transportation benefits to pedestrians and bicycle users. They provide linkage, alternatives to automobiles, integration with mass transit systems and increased transportation safety." In the East Bay, **over ten percent of all trips are made on foot or by bicycle**, and as far back as 1990, a national transportation study determined that three times as many people as currently do would walk or bike to their destination if safe and convenient facilities were available. These Bay Trail projects help complete and repair the proposed 500-mile network of bicycling and hiking trails that will encircle the San Francisco and San Pablo Bays. The San Francisco Bay Trail will connect the shoreline of all nine bay area counties, will link 47 cities and eventually will cross all the major toll bridges in the region. Approximately 290 miles of the alignment have been completed.



i. State of Good Repair

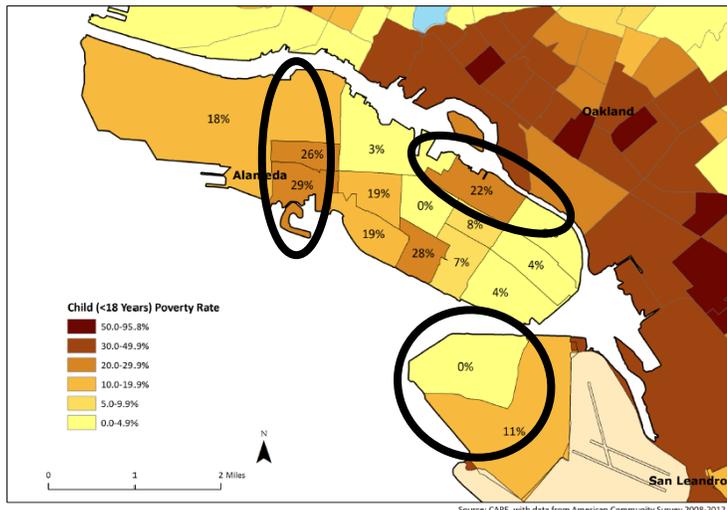
- Emphasizes non-motorized alternatives to the private automobile, which **reduces wear and tear on streets**.
- Brings the **truck route** into a state of good repair and reduces lifecycle maintenance costs (see photo).
- **Extends the useful life** of the existing San Francisco Bay Trail segments that are requesting rehabilitation work.
- **Leverages** local and District monies to fund long-term operations and maintenance of the Bay Trail.
- **Reduces barriers** for upward mobility that is hindered by the poor condition of the abandoned railroad tracks on Clement Avenue.
- Improves the path's ability to withstand the impacts of **sea level rise** on Bay Farm Island, which is one of the lowest areas of Alameda and shares a peninsula with the Oakland International Airport.



ii. Economic Competitiveness

- Provides **ladders to success** by connecting neighborhoods to jobs, schools, trainings and social services.
- **Reduces transportation and health care costs.** Encourages mode shifts to walking, bicycling and the use of public transit.
- Improves the economic vitality in Albany, Alameda, Pinole and Berkeley by enhancing **public access to the bay.**
- Benefits and shortens **bicycle commute** times for commuters who travel to/from BART, Amtrak, ferries and buses.

Child Poverty Rates within Alameda



- **Repurposes underused or neglected rights-of-way**, and revitalizes the East Bay waterfront in the cities of Alameda, Albany, Pinole and Berkeley. Increases real estate values and property-tax generation in these infill areas.
- **Integrates the priority development areas** of Northern Waterfront and Naval Air Station with the rest of Alameda and adjacent Oakland.
- Improves the **existing truck routes** in the priority development areas by separating truck movements from bicyclists and by removing abandoned railroad tracks on Clement Avenue. Improves the competitiveness by allowing heavier freight hauls and more efficient movement of goods in/out of the City of Alameda to adjacent I-880 in Oakland.

iii. Quality of Life

- **Conserves the beauty** of the bay while enabling improved public access to the waterfront.
- Improves livability and safety by providing **protected bikeways.**
- Connects mixed housing types, office complexes, commercial areas, ferry terminals, intermodal transit nodes, hotels and schools within **easy walking or bicycling distances.**



- Provides healthy, convenient and **low-cost transportation choices**, which especially benefits non-drivers, students, seniors, low-income residents who are striving towards the middle class and individuals with disabilities.

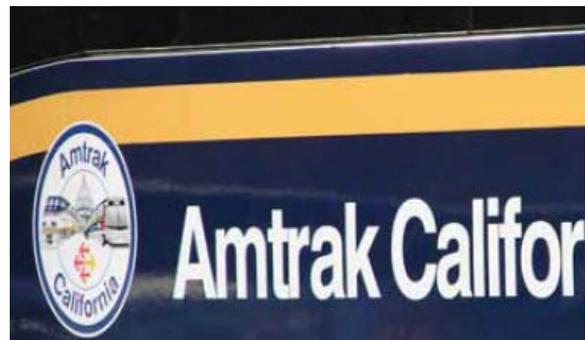
iv. Environmental Sustainability

- Reduces greenhouse gas emissions, air pollution and dependence on oil, and improves energy efficiency by providing **convenient alternatives to the private automobile**. According to the United States Environmental Protection Agency, greenhouse gas concentrations in the atmosphere are at record high levels. For every gallon of gasoline burned in cars and trucks, 20 pounds of carbon dioxide is released.



© Jonathan Maus/BikePortland

- According to a 2004 study by the Institute for Local Self Reliance, a typical East Bay resident who commutes via BART instead of a midsize automobile can realize direct economic savings of over \$5,000 per year, while **reducing auto exhaust emissions** by 5 tons. Commuting via BART requires only 1.6 kilowatts of electricity during peak times, getting the equivalent of 250 miles per gallon. By improving access to regional transit facilities like BART, this Bay Trail project will improve the long-term cost competitiveness in the movement of workers.
- Provides continuous and safe bikeways that connect downtowns, transit centers, beaches, mixed-income neighborhoods, schools and business districts. Studies show that providing these “**last mile**” connections to transit is critical to encouraging a mode shift away from private automobiles to transit.
- Helps alleviate the highly congested commuter corridors in the East Bay. **Reduces vehicle miles traveled** and travel time delay.
- Incorporates **Complete Streets** principles designing for trucks, cars, transit, bicyclists and pedestrians for the West Alameda and Clement Avenue redevelopment Bay Trail projects.
- **Reduces truck idling**, emissions and fuel use in the priority development area projects of Naval Air Station and Northern Waterfront by separating bicycling and truck movements.
- Provides **green transportation** with landscaping and street trees to ensure adequate stormwater drainage and habitat restoration.



v. Safety

- **Separates the active railroad line** and the Bay Trail users between Pinole Shores and the Bayfront Park (see adjacent photo). Alameda and Contra Costa counties lead the state of California in “trespasser fatalities” along active rail lines.
- Enhances safety by providing **protected bikeways**, and access to schools, employment centers and commercial activity.
- Reduces the truck-bicyclist conflicts through operational improvements, and removes railroad tracks that create an obstacle for bicyclists, scooter riders and motorcyclists.



b. Secondary Selection Criteria

i. Innovation

This Bay Trail project demonstrates innovation in its emphasis on providing a **network for active transportation choices** to improve the condition of existing transportation systems, enhance economic competitiveness, create more livable communities and improve energy efficiency, while creating good-paying American jobs. For the past 75 years, local, state and federal transportation agencies have attempted to “build” their way out of congestion, constructing more streets, adding more lanes to existing highways and bridges, and creating more parking lots to accommodate cars.

This Bay Trail project’s innovative use of non-motorized corridors **paralleling major highways and connecting jobs, housing and transit** will reduce the number of cars, improving the condition and accessibility of existing transportation infrastructure at a fraction of the cost of new highway construction. Economic competitiveness is enhanced by reducing the time and cost of commuting to work, improving access to local and regional transit facilities, and providing healthy alternatives to the private automobile. Reducing commute costs improves the mobility of the workforce, and providing access to employment centers for workers without automobiles increases its size and the ability of the workforce to advance to the middle class. Reducing the time and expense of commuting is also a key factor in creating more livable communities. Energy efficiency as well as public health are enhanced by a reduction in vehicle miles driven, resulting in less reliance on fossil fuels, a reduction in greenhouse gasses and enhanced opportunities for healthful exercise.





ii. Partnership



The *San Francisco Bay Trail Expansion and Repair* project is a strong collaborative effort between the City of Alameda, East Bay Regional Park District and its federal, state, local and non-governmental partners.

Financial Commitments: Are available from state sources such as the Transportation Development Act (TDA) bike/pedestrian monies, which are distributed by the Metropolitan Transportation Commission, as well as local funds such as the City of Alameda's Citywide Development Fees, the Countywide transportation sales tax known as Measure B and the East Bay Regional Park District's bond measures.

Feasibility and Environmental Studies: Leverages existing funding for the Bay Trail planning phase. The City of Alameda is working with Caltrans, which funded the Central Avenue Complete Streets planning process, and with the Alameda County Transportation Commission, which funded the Clement Avenue Complete Streets planning process. The City of Alameda recently completed a robust planning process for the Naval Air Station priority development area that included the Master Infrastructure Plan, General Plan Amendment, Zoning Ordinance Amendment and the Final Environmental Impact Report. The East Bay Regional Park District's bond measures, 1988's Measure AA and 2008's Measure WW also have provided significant funding for the Bay Trail projects in Albany, Berkeley and Pinole.

Preliminary Engineering: The East Bay Regional Park District received *TIGER II* monies – totaling \$600,000 - for the Pinole Shore to Bay Front Park project to complete preliminary engineering. The District completed preliminary engineering and NEPA clearance for the project. Working with FHWA and Caltrans, the District completed this TIGER II preliminary engineering project on time and on budget.

Other Public Entity Involvement: Brings together diverse groups including the East Bay Municipal Utility District, the San Francisco Bay Conservation and Development Commission (BCDC), Association of Bay Area Governments, Alameda County Zone 7 Water Agency, the Alameda County Flood Control and Water Conservation District, the Contra Costa Water District, Bay Area Rapid Transit District, AC Transit, the County Connection Bus service and the Capitol Corridor Joint Powers Authority, which operates intercity rail service between the East Bay and Sacramento.

BCDC in partnership with the NOAA Coastal Services Center and with assistance from ICLEI Local Governments for Sustainability, the Metropolitan Transportation Commission and Caltrans is working on the *Adapting to Rising Tides* project. The project goal is to increase Bay Area communities' preparedness and resilience to sea level rise and storm events while protecting critical ecosystem and community services. Bay Farm Island in the City of Alameda is part of a subregional area that is being analyzed due to its proximity to the Oakland International Airport. The vulnerability and risk assessments show that the **San Francisco Bay Trail is a key asset** that will be supported for climate adaptation planning.

c. Results of Benefit-Cost Analysis

The benefit-cost analysis for this project follows the principles and parameters documented in the National Academy of Sciences Transportation Research Board, National Cooperative Highway Research Program Report (NCHRP) 552: *Guidelines for Analysis of Investments in Bicycle Facilities* (2006). This document represents the standard benefit-cost analysis method for analysis of bicycle facilities. This method complies with the principles outlined in Office of Management and Budget (OMB) Circular No. A-94. The following categories of benefits are considered:

- Mobility benefits;
- Health benefits;
- Recreation benefits; and
- Reduced auto use benefits.

The costs for the proposed project are \$17.75 million. For benefit-cost analyses, these costs are adjusted to include the net present value of annual maintenance and operating costs for these Bay Trail segments. The



construction costs, which are incurred in 2015 and 2016, are adjusted to the net present value. Annual benefits were calculated for “high,” “best” and “low” data inputs, following the NCHRP Report 552 method for both 7 and 3 percent discount rates (Table 2). The “best estimate” annual benefits are almost \$33 million.

Table 2: Total Annual Benefits

Category	High Estimate	Best Estimate	Low Estimate
Mobility Benefits	\$7,460,770	\$6,055,862	\$4,651,690
Health Benefits	\$1,664,000	\$896,000	\$384,000
Recreation Benefits	\$47,450,000	\$25,550,000	\$10,950,000
Reduced Auto Use Benefits	\$292,500	\$234,000	\$175,500
Total Annual Benefits	\$56,867,270	\$32,735,862	\$16,161,190

The net present value benefit-cost results are shown on the following page (Table 3). For the 7 and 3 percent real discount rates, the best estimate benefit-cost ratios are 23.73 and 36.57, respectively. Thus, the net present value of benefits greatly exceeds the project costs for the proposed project. The “low” estimates are conservative and underestimate the actual benefits. Nevertheless, the “low” estimate benefit-cost ratios for the 7 and 3 percent discount rates are 11.71 and 18.05, respectively.

Table 3: Benefit-Cost Results

Benefit-Cost Analysis	Net Present Value of Benefits	Costs	Benefit-Cost Ratio
Benefits with 7% Discount Rate			
High Estimate	\$685,417,065	\$16,630,640	41.21
Best Estimate	\$394,562,961	\$16,630,640	23.73
Low Estimate	\$194,789,646	\$16,630,640	11.71
Benefits with 3% Discount Rate			
High Estimate	\$1,155,880,361	\$18,194,839	63.53
Best Estimate	\$665,386,961	\$18,194,839	36.57
Low Estimate	\$328,491,277	\$18,194,839	18.05

The project costs shown in Table 3 include the net present value of annual maintenance and operating costs, as required for benefit-cost analysis. Total project costs are higher for the 3 percent discount rate than for the 7 percent discount because the lower discount rate results in less discounting of construction costs and annual maintenance costs in later years. Furthermore, these estimates are based on conservative, lower-bound type data assumptions, and there are additional categories of benefits that have not been considered in the above analysis such as:

- **Census data underestimate bicycle commuters.** In Alameda and Contra Costa counties, a substantial number of bicyclists commute to BART or Amtrak commuter rail stations. These bicycle commuters probably are counted under “transit” rather than “bicycle.” BART data indicate that an average of 7.6 percent of BART riders bicycle to the BART station.
- Because of the East Bay’s dry temperate climate, with relatively few rainy days, cycling is a **12-month per year activity** and the percentages of adult cyclists are likely underestimated by the NCHRP’s national estimates, which include areas with severe winters or many more rainy days.
- The proposed trail projects **fill “gaps”** in the existing East Bay network of heavily used trails that are through flat, highly scenic areas. Filling the gaps will have a multiplier effect with greater usage of the new trail segments than would be the case if the new trails were isolated trails.
- The benefit-cost analysis considers only the benefits for bicycle commuters and adult cyclists. The **benefits for pedestrians** also are substantial and are likely a sizeable fraction of the benefits calculated for cyclists.

V. *Project Readiness, Planning and Environmental Reviews/Approvals*

a. **Schedule**

These Bay Trail projects can begin immediately, and are expected to start construction in 2015 and 2016 (Table 4). Construction activities on the Pinole Shores-Bayfront Park will occur in 2015. For the remaining Bay Trail segments – Bay Farm, Clement, Gilman-Buchanan and West Alameda – environmental and design work will occur in 2015 and construction activities will occur in 2016.

Table 4: San Francisco Bay Trail Expansion and Repair Project Schedule

Project	2014	2015	2016
Bay Farm Island Trail	-	Planning/Environmental /Design	<i>Construction</i>
Resurface/Widen Clement Avenue Bikeway/Truck Route	Planning (In Process)	Environmental /Design	<i>Construction</i>
Gilman to Buchanan Bay Trail	Right-of-Way (In Process)	Environmental /Design	<i>Construction</i>
Pinole Shores to Bayfront Park Trail	Design/Engineering	<i>Construction</i>	
West Alameda Bay Trail	Planning (In Process)/ Environmental (Partially Complete)	Environmental /Design	<i>Construction</i>

b. **City, Countywide and Regional Planning**

The San Francisco Bay Trail is listed as a regionally significant project in the following plans:

Regional

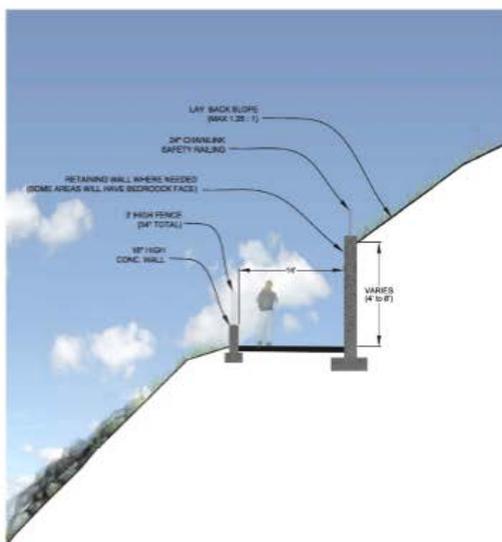
- Association of Bay Area Governments’ *Bay Trail Gap Analysis* (2005)
- East Bay Regional Park District’s *Master Plan* (2007)
- Metropolitan Transportation Commission’s *Regional Bicycle Plan* (2009)
- San Francisco Bay Conservation and Development Commission and National Ocean and Atmospheric Administration Coastal Services Center, *Adapting to Rising Tides* (2013)

Countywide

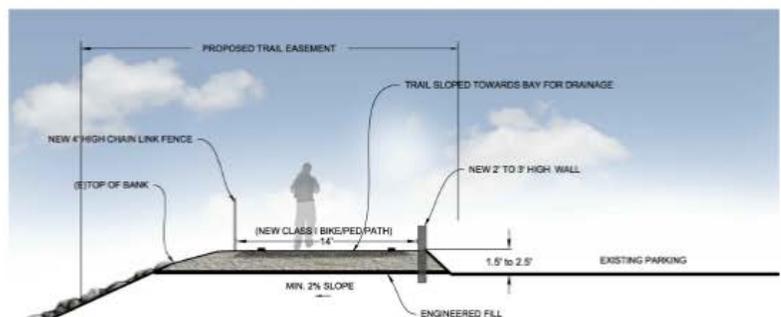
- Alameda County Transportation Commission’s *Countywide Bicycle Plan* (2012)
- Alameda County Transportation Commission’s *Countywide Pedestrian Plan* (2012)
- Contra Costa Transportation Authority’s *Countywide Bicycle and Pedestrian Plan* (2009)

City

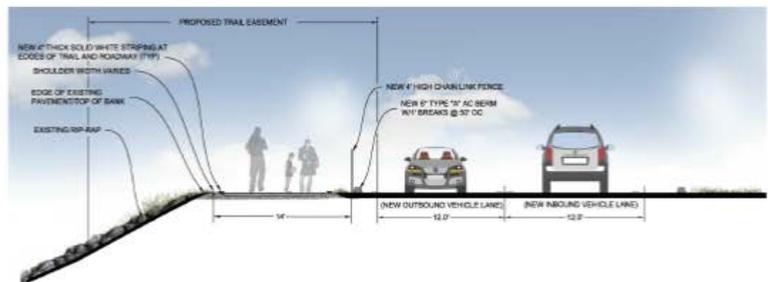
- *City of Alameda Pedestrian Plan* (2009)
- *City of Alameda Bicycle Master Plan Update* (2010)
- *City of Berkeley Bicycle Plan* (2005) – Gilman/Buchanan plan shown below
- *Cross Alameda Trail Feasibility Study* (2005)



SHORELINE BAY TRAIL: FLEMING POINT
SCALE: NTS



SHORELINE BAY TRAIL: LOWER PARKING LOT
SCALE: NTS



SHORELINE BAY TRAIL: NORTH OF GILMAN STREET
SCALE: NTS

FIGURE 3-9B

c. Environmental Approvals

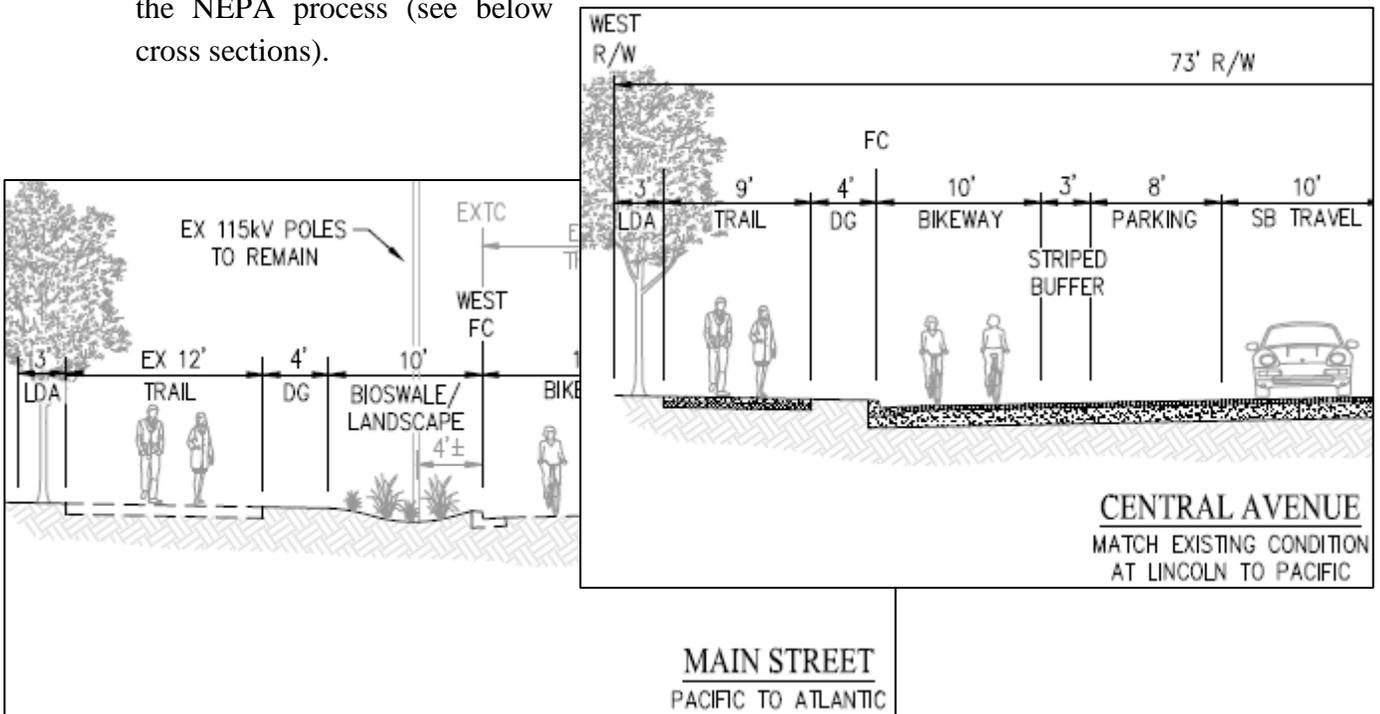
- Leverages local, private sector, countywide and federal funding to improve the San Francisco Bay Trail.
- The Pinole Shores to Bayfront Park project is “shovel ready” under the Federal process. Specifically, NEPA and the Plan Specifications & Engineering (PS&E) package are complete (see image below for a completed bridge plan).



NOTE:
 ORNAMENTAL RAILING WITHOUT THE REQUIRED CHAIN
 LINK WERE SHOWN INSTEAD OF 1/2" X 1/4" COATED CHAIN
 LINK FENCE SHOWN ON BRIDGE PLAN No. 3

REVISIONS	BY	DATE	BENCH MARK	DESCRIPTION	DATE	DESIGN BY: J. A. Huester	 URS ENGINEERING • PLANNING • SURVEYING 1988 LEAS HILL BLVD, SUITE 100 ROSELLE, CA 95061 (916) 784-3000	 EAST BAY REGIONAL PARK DISTRICT PINOLE, CA	PINOLE SHORES TO BAY FRONT PARK BRIDGE PLAN No. 4 PINOLE CALIFORNIA
						DRAWN BY: L. Davis			
						CHECKED BY: W. LaFrance			
						SCALE: As Shown			
						DATE: 3/6/11 PROJ NO.: 27562819			

- The West Alameda Bay Trail segments have certified the Final Environmental Impact Report, which will streamline the NEPA process (see below cross sections).





April 23, 2014

The Honorable Anthony Foxx
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

RE: **Federal Wage Rate Certification**
San Francisco Bay Trail Expansion and Repair
Transportation Investment Generating Economic Recovery (TIGER)

Dear Mr. Secretary:

The City of Alameda certifies that it will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements), as required by the Fiscal Year 2014 Continuing Appropriations Act.

Thank you for your support and consideration of this project. If you have any questions, you may contact me at 510-747-7930 or Gail Payne, Transportation Coordinator, at 510-747-7948 or gpayne@alamedaca.gov.

Sincerely,

Robert G. Haun
Public Works Director

Appendix A: Letters of Support

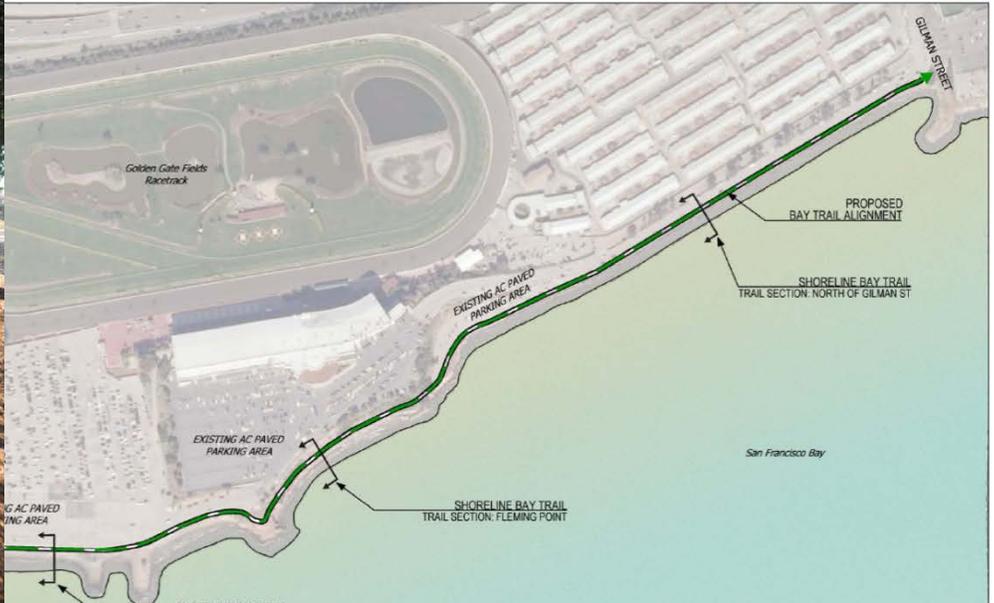
Appendix B: Benefit-Cost Analysis Report

Please refer to the below web page to view all the support letters and the Cost-Benefit Analysis Report:

<http://alamedaca.gov/public-works/tiger-bay-trail-grant>



© Jonathan Maus/BikePortland



BARBARA LEE

13TH DISTRICT, CALIFORNIA

DEMOCRATIC STEERING AND POLICY COMMITTEE

COMMITTEE ON APPROPRIATIONS

Member, Subcommittee on
Labor, Health and Human Services, Education,
and Related Agencies

Member, Subcommittee on
State, Foreign Operations, and Related Programs



**Congress of the United States
House of Representatives
Washington, D.C. 20515-0509**

REPLY TO OFFICE CHECKED

WASHINGTON OFFICE
2267 Rayburn House Office Building
Washington, D.C. 20515
Phone: (202) 225-2661
Fax: (202) 225-9817

DISTRICT OFFICE
1301 Clay Street, Suite 1000N
Oakland, CA 94612
Phone: (510) 763-0370
Fax: (510) 763-6538

website: lee.house.gov

COMMITTEE ON THE BUDGET

April 22, 2014

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

RE: Transportation Investment Generating Economic Recovery (TIGER) Grant
San Francisco Bay Trail Expansion and Repair Project

Dear Secretary Foxx:

I am writing to express my support for the San Francisco Bay Trail Expansion and Repair TIGER VI grant application submitted to the Department of Transportation by the City of Alameda in partnership with East Bay Regional Park District. As the Representative of California's 13th Congressional District, I support projects such as this one that provide crucial linkages within the transportation system in my district and throughout the San Francisco bay region.

I understand this project will repair, improve and complete seven miles of the San Francisco Bay Trail in the East Bay, connecting hundreds of miles of existing Bay Trail throughout the San Francisco Bay Area, which will ultimately create a 500-mile system. The five Bay Trail projects in this TIGER grant application include:

- Bay Farm Island Bay Trail Resurface/Widen (City of Alameda)
- Clement Avenue Bikeway/Transit/Truck Route (City of Alameda)
- Gilman to Buchanan Bay Trail (Cities of Albany and Berkeley)
- Pinole Shores to Bayfront Park Bay Trail (City of Pinole)
- West Alameda Bay Trail Segments (City of Alameda)

These Bay Trail projects will create new options for bicycle commuters, and will bring economic, safety and health benefits to the over one million community members along and near this regional trail. These "Green Transportation" corridors will provide "last mile" access to commute alternatives including buses and rail, and will reduce congestion, greenhouse gas emissions, wear and tear on our streets, dependence on fossil fuels and health care costs. Moreover, this trail project will provide year-round access to schools, employment centers and shopping, and will serve an economically and ethnically diverse population.

Therefore, I am pleased to express my support for this San Francisco Bay Trail TIGER grant application and request that you give it every serious consideration. This project is a critical transportation improvement for the region that will enhance the livability of the area and will provide positive opportunities for sustainable economic development and healthy communities.

Sincerely,


Barbara Lee
Member of Congress

Assembly California Legislature

April 18, 2014

The Honorable Anthony Foxx
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

**RE: Transportation Investment Generating Economic Recovery (TIGER) Grant
San Francisco Bay Trail Expansion and Repair Project**

Dear Secretary Foxx:

We are writing to express our strong support for the **San Francisco Bay Trail Expansion and Repair TIGER VI** grant application submitted to the Department of Transportation by the City of Alameda in partnership with East Bay Regional Park District. This project will repair, improve and complete seven miles of the San Francisco Bay Trail in the East Bay, connecting hundreds of miles of existing Bay Trail throughout the San Francisco Bay Area, which will ultimately create a 500-mile system. The five Bay Trail projects in this TIGER grant application are as follows:

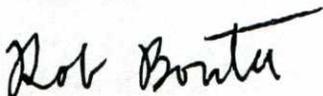
- Bay Farm Island Bay Trail Resurface/Widen (City of Alameda)
- Clement Avenue Bikeway/Transit/Truck Route (City of Alameda)
- Gilman to Buchanan Bay Trail (Cities of Albany and Berkeley)
- Pinole Shores to Bayfront Park Bay Trail (City of Pinole)
- West Alameda Bay Trail Segments (City of Alameda)

These Bay Trail projects will create new options for bicycle commuters, and will bring economic, safety and health benefits to the over one million community members along and near this regional trail. These "Green Transportation" corridors will provide "last mile" access to commute alternatives including buses and rail, and will reduce congestion, greenhouse gas emissions, wear and tear on our streets, dependence on fossil fuels and health care costs. Due to our mild climate, this trail project will provide year-round access to schools, employment centers and shopping, and will serve an economically and ethnically diverse population.



We are pleased to support this San Francisco Bay Trail TIGER grant application. This project is a critical transportation improvement for the region that will enhance the livability of the area.

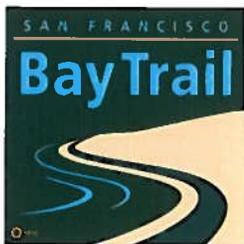
Sincerely,



Rob Bonta
Assemblymember, 18th District



Nancy Skinner
Assemblymember, 15th District



April 14, 2014

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

Dear Secretary Foxx:

The San Francisco Bay Trail Project is writing to seek your support of the **San Francisco Bay Trail Expansion and Repair Project** TIGER VI Grant application submitted to the Department of Transportation by the City of Alameda in partnership with the East Bay Regional Park District. The project will be part of the 500-mile Bay Trail system which serves as a "Green Transportation Corridor" for bicyclists and pedestrians and passes through 47 cities, links all nine Bay Area counties, and cross seven toll bridges.

The proposed project will repair and complete seven miles of the San Francisco Bay Trail and provide critical links in the East Bay transportation system. The five Bay Trail projects in this TIGER grant application are as follows:

- Bay Farm Island Trail Resurface/Widen (City of Alameda)
- Clement Avenue Bikeway/Truck Route (City of Alameda)
- Gilman to Buchanan Bay Trail (Cities of Albany and Berkeley)
- Pinole Shores to Bayfront Park Trail (City of Pinole)
- West Alameda Bay Trail Segments (City of Alameda)

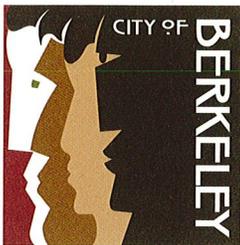
These Bay Trail projects will create new options for bicycle commuters and bring economic, safety, and health benefits to the over one million community members near these sections of regional trails. These "Green Transportation" corridors will provide "last mile" access to commute alternatives including buses and rail, and will reduce congestion, greenhouse gas emissions, wear and tear on our streets, dependence on fossil fuels, and health care costs. This trail project will provide year-round access to schools, employment centers, and shopping, and will serve an economically and ethnically diverse population.

The Bay Trail Project is pleased to enthusiastically support Alameda's TIGER Grant application and strongly urges the Department of Transportation to approve the grant request for this critical transportation improvement project that will enhance the livability and economic development opportunities for the region. Please do not hesitate to contact me at (510) 464-7915 if you have any questions regarding this or other aspects of the Bay Trail.

Sincerely,

A handwritten signature in blue ink, appearing to read "Lee Chien Huo".

Lee Chien Huo
Bay Trail Planner



Office of the Mayor

Tom Bates
Mayor

April 14, 2014

The Honorable Anthony Foxx
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Secretary Foxx:

I am writing to express my strong support for the Transportation Investment Generating Economic Recovery (TIGER) grant application submitted to you by the City of Alameda, California entitled **San Francisco Bay Trail Expansion and Repair**. This project will repair, improve and complete seven miles of the San Francisco Bay Trail in the East Bay, connecting hundreds of miles of existing Bay Trail throughout the San Francisco Bay Area, which will ultimately create a 500-mile system. The five Bay Trail projects in this TIGER grant application are as follows:

- Bay Farm Island Bay Trail Resurface/Widen (City of Alameda)
- Clement Avenue Bikeway/Transit/Truck Route (City of Alameda)
- Gilman to Buchanan Bay Trail (Cities of Albany and Berkeley)
- Pinole Shores to Bayfront Park Bay Trail (City of Pinole)
- West Alameda Bay Trail Segments (City of Alameda)

The Bay Trail transportation network addresses pedestrian and bicycle safety, alleviates vehicle congestion, and improves accessibility to the Bay Area Rapid Transit system, buses, ferries, Amtrak, and the Capitol Corridor commuter-rail service. These Bay Trail projects are key pedestrian and bicycle components to be repaired and constructed to provide the needed connections for a completed 500-mile system. The project will provide “last mile” access to commute alternatives as well as reduce congestion, health-care costs, and our dependence on fossil fuels. Due to the San Francisco Bay Area’s mild climate, these Bay Trail segments will provide year-round access to schools, employment centers, and shopping, and they will serve an economically and ethnically diverse population.

The City of Berkeley is working in partnership with the East Bay Regional Park District and the City of Alameda. I fully support the City of Alameda’s application and coordination of all the cities involved. I urge your serious consideration of this worthy project.

Sincerely,

Tom Bates

ALBANY CALIFORNIA



CITY OF ALBANY
1000 SAN PABLO AVENUE
ALBANY, CA 94706
www.AlbanyCA.org

April 7, 2014

The Honorable Anthony Foxx
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Secretary Foxx:

I am writing to express my strong support for the Transportation Investment Generating Economic Recovery (TIGER) grant application submitted to you by the City of Alameda, California titled **San Francisco Bay Trail Expansion and Repair**. This project will repair, improve and complete seven miles of the San Francisco Bay Trail in the East Bay, connecting hundreds of miles of existing Bay Trail throughout the San Francisco Bay Area, which will ultimately create a 500-mile system. The five Bay Trail projects in this TIGER grant application are as follows:

- Bay Farm Island Bay Trail Resurface/Widen (City of Alameda)
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The City of Albany is working in partnership with the East Bay Regional Park District and the City of Alameda. I fully support the City of Alameda's application and coordination of all the cities involved. I urge your serious consideration of this worthy project.

Sincerely,

A handwritten signature in cursive script that reads "Joanne Wile". The signature is written in dark ink and is positioned above the printed name and title.

Joanne Wile
Vice-Mayor



www.bikewalkalameda.org

(510)595-4690

PO BOX 2732

ALAMEDA, CA 94501

April 10, 2014

The Honorable Anthony Foxx
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

RE: Transportation Investment Generating Economic Recovery (TIGER) Grant
San Francisco Bay Trail Expansion and Repair Project

Dear Secretary Foxx:

I am writing to express my strong support for the **San Francisco Bay Trail Expansion and Repair** TIGER VI grant application submitted to the Department of Transportation by the City of Alameda in partnership with East Bay Regional Park District. This project will repair, improve and complete seven miles of the San Francisco Bay Trail in the East Bay, connecting hundreds of miles of existing Bay Trail throughout the San Francisco Bay Area, which will ultimately create a 500-mile system. The five Bay Trail projects in this TIGER grant application are as follows:

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I am pleased to support this San Francisco Bay Trail TIGER grant application. This project is a critical transportation improvement for the region that will enhance the livability of the area.

Thank you.

Sincerely,

Lucy Gigli, President Bike Walk Alameda



April 14, 2014

The Honorable Anthony Foxx
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

RE: Transportation Investment Generating Economic Recovery (TIGER) Grant
San Francisco Bay Trail Expansion and Repair Project

Dear Secretary Foxx:

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I am pleased to support this San Francisco Bay Trail TIGER grant application. This project is a critical transportation improvement for the region that will enhance the livability of the area.

Sincerely,

Mark Sorensen
Executive Director
Alameda Chamber of Commerce